

## Motor Vehicle Collisions in Work Zones

Table 44 shows the collisions that took place in work zones for 2002 through 2006.

<b>Table 44</b> <b>Collisions in Work Zones: 2002-2006</b>							
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>Change 2005-2006</b>	<b>Avg. Change 2002-2005</b>
Work Zone Collisions	266	357	265	197	198	0.5%	-5.7%
Fatalities	2	2	8	0	2	200.0%	66.7%
Serious Injuries	27	21	23	14	21	50.0%	-17.3%
Visible Injuries	49	54	42	27	32	18.5%	-15.9%
Possible Injuries	70	132	85	71	71	0.0%	12.2%
% All Collisions	1.0%	1.3%	0.9%	0.7%	0.8%	17.2%	-7.5%
Workers Injured	4	0	1	0	2	200.0%	-33.3%

The 4 workers injured in 2002 resulted from 3 separate collisions; 2 sustained serious injuries and 2 sustained visible injuries. There was one worker injured while moving cones in 2004. In 2006, a worker was struck on US 30 in Bannock County while placing sticky tabs along the center line and a flagger was struck while attempting to stop traffic at Ramsey Road and Prairie Ave in Kootenai County. Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by.

Single-vehicle collisions comprised 28% of the collisions in work zones in 2006. While overturn was the predominant most harmful event in single-vehicle collisions in work zones, rear end was the predominant most harmful event for multiple-vehicle collisions in work zones.

Table 45 shows work zone collisions by road type.

<b>Table 45</b> <b>Work Zone Collisions by Roadway Type: 2006</b>								
	<b>Fatal Collisions</b>		<b>Injury Collisions</b>		<b>Property Damage Collisions</b>		<b>All Collisions</b>	
Interstate								
Rural	0	0.0%	6	6.7%	12	11.2%	18	9.1%
Urban	1	0.0%	2	2.2%	7	6.5%	10	5.1%
U.S. or State Highway								
Rural	1	0.0%	18	20.2%	18	16.8%	37	18.7%
Urban	0	0.0%	10	11.2%	12	11.2%	22	11.1%
Local								
Rural	0	0.0%	10	11.2%	7	6.5%	17	8.6%
Urban	0	0.0%	43	48.3%	51	47.7%	94	47.5%
<b>Total</b>	<b>2</b>	<b>1.0%</b>	<b>89</b>	<b>44.9%</b>	<b>107</b>	<b>54.0%</b>	<b>198</b>	

Table 46 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

<b>Table 46</b> <b>Collisions in Work Zones by Transportation District: 2006</b>				
	<b>Fatal Collisions</b>	<b>Injury Collisions</b>	<b>Property Damage Collisions</b>	<b>Total Collisions</b>
District 1	0	12	18	30
District 2	0	2	7	9
District 3	1	51	55	107
District 4	0	11	11	22
District 5	0	7	8	15
District 6	1	6	8	15
<b>Statewide</b>	<b>2</b>	<b>89</b>	<b>107</b>	<b>198</b>

In 2006, the economic cost of collisions in work zones was \$15.6 million dollars. This represents less than 1% of the total cost of Idaho collisions (as shown in Table 4).